

IntelliDrive Technologies for HOT Lane Operations - Phase 2
Responses to Requests for Clarification
July 21, 2010

1 Q: Do the fidelity (conviction) bond or the labor and materials bond found in the draft contract apply to this RFP? If so, what is the amount of the fidelity bond?

 A: There are no bonds required under this RFP.

2 Q: Would MTC consider capping the liability on the amount of the contract?

 A: No.

3 Q: What are the factors and the scoring methodology for determining whether a mitigation plan is acceptable to MTC? Would there be an opportunity to discuss changes that MTC might need in a mitigation plan?

 A: There are not factors nor a scoring methodology for evaluating mitigation plans for the risks of conflicts of interest. If changes are needed to a mitigation plan, MTC will make that request during the evaluation process, based on MTC's right under the RFP to request additional information. If it is determined that the mitigation of a potential conflict of interest is inadequate, a contract to that proposer cannot be awarded.

4 Q: By deleting the vehicle occupancy use case, how will we determine when to charge for single occupant vehicles?

 A: We expect to see ideas in the proposals, but one idea is the driver would self-declare the vehicle's occupancy via the on-board equipment.

5 Q: Is the traveler information use case optional? It is defined in the scope of work. Will there be separate budget for the traveler information use case? How will we evaluate proposals that include/don't include the traveler information use case?

A: The traveler information use case is optional. It is included conditionally in the Preliminary Scope of Work in Task #15. Depending on the selected proposal, it's possible that it won't be included in the Final Scope of Work. There is not a separate budget for the traveler information use case. If needed, we will use the BAFO process to level the playing field so that all proposals either include or do not include the traveler information use case.

6 Q: Is the IntelliDrive Phase 2 Consultant expected to create a transaction and charge a transaction?

A: This will depend on the demonstration test plan. Proposers should refer to the VII Proof of Concept reports for the work that was performed in the Bay Area at the Dumbarton Bridge. The VII Proof of Concept final reports are referenced in the white paper.

7 Q: What would the occupancy charging policy be? Would there be multiple levels of fees dependent on the number of occupants?

A: The I-680 SB express lane corridor's occupancy charging policy sets a fee for low occupancy vehicles only. High occupancy vehicles on this corridor are defined as having two or more occupants. Low occupancy vehicles are defined as having one occupant. There are not multiple levels of fees dependent on the number of occupants.

8 Q: How can the 3rd party independent verification testing subcontractor be independent?

A: In the proposal, proposers must define the roles and responsibilities of all parties involved in the verification of testing results, including the procedures for how the work will be performed by the third-party independent verification firm and a process for that firm's direct communication with MTC.

9 Q: Is MTC focused on the lane-level positioning solutions indicated in the proposal?

A: No, different solutions can be proposed, but the contractor must provide documentation to verify the accuracy of the proposed lane-level positioning solution..

- 10 Q: Will MTC take ownership of the project's equipment at the end of the project?
- A: No. The equipment must be removed and the infrastructure restored to its original condition.
- 11 Q: Is the process for delivering the final report that the contractor will provide it to MTC, and then MTC will deliver it to USDOT?
- A: Yes, and the deadline for MTC to deliver the final report to USDOT is June 30, 2012.
- 12 Q: Can equipment be installed on gantries over the roadway?
- A: No.
- 13 Q: Does MTC have an agreement with Alameda County Congestion Management Agency (ACCMA)? Can this project use the existing T1 data connections and power sources?
- A: MTC has been in contact with ACCMA, which is the lead agency on the I-680 SB express lane corridor. ACCMA is a stakeholder to this project, and as such they were consulted during Phase 1. ACCMA supplied the design plans for the express lane (link to the documents is cited in the RFP). It will be the consultant's responsibility to coordinate with all necessary agencies, but MTC will be involved and will assist with the coordination. MTC intends to develop a written agreement with ACCMA, but proposers should not assume access to existing T1 data connections and power sources.
- 14 Q: Is 3G cellular required for the Traveler Information use case?
- A: 5.9 DSRC and on-board equipment are presumed to be available from the toll collection use case. The use of 3G cellular is consistent with IntelliDrive's SafeTrip-21 research. Please see Addendum #1, items #1 and 2 which made the use of 3G cellular optional.

- 15 Q: It is unclear between the white paper and RFP which type of roadway configuration will be used for the entry/exits for the express lane.
- A: The I-680 SB express lane corridor will use transition lanes.
- 16 Q: What do you mean by fusing data for the traveler information use case?
- A: The Bay Area 511 system has a free data feed currently comprised of three data sources, so we mean fusing the probe vehicle data from this project with the data from the 511 feed.
- 17 Q: Does the use of 5.9 DSRC equipment create a conflict of interest?
- A: No. The use of 5.9 DSRC equipment is required for this project. The prime contractor can purchase the equipment from a vendor, or the vendor can be on the proposing team. If the vendor is on the team, a conflict of interest exists, and a mitigation plan must be submitted.
- 18 Q: Will the I-680 system integrator be involved in the review process for this project? If not, are there any contractual performance requirements for vehicle tolling and detection that need to be insulated from interference by this project?
- A: Electronic Transaction Consultants (ETC), the system integrator for the I-680 SB Express Lane, will not be involved in the review process. The IntelliDrive project must not interfere in any way with the commercial vehicle tolling and detection for the Express Lane. If coordination is needed between ETC and the IntelliDrive Phase 2 Consultant, MTC and BATA will facilitate.
- 19 Q: Will we be allowed to share any I-680 project space for co-location of servers?
- A: No. The consultant will be responsible to secure space for the project's servers.
- 20 Q: Would MTC consider allowing the third-party verification to be performed

by a different, isolated group within the same company?

A: No, as it states in the RFP, the verification work must be performed by a third-party independent verification firm.

21 Q: Will MTC or BATA provide any existing customer data that can be used for recruitment purposes?

A: MTC and BATA can assist with driver recruitment by communicating with existing customers.

22 Q: Will the provision of company proprietary software fall under the MTC Ownership of Work Product definition and the Federal Rights in Data Requirement? It is anticipated that such software may be provided under a standard company software license agreement.

A: Company proprietary software, including custom or commercial-off-the-shelf software, does not fall under MTC's Ownership of Work Product provision (including rights in data). Please see Addendum #1, item #3 which added a requirement to provide electronic copies of any licensing, service level, support, privacy, or other agreements that will be incorporated into this project.

23 Q: Is there a height limit for roadside roles? Would it be permissible to have any outriggers from the poles that would NOT go over the road? We ask in case there are incidences where the power supply may be too far from the roadway to transmit adequate signal.

A. The selected Consultant will be expected to direct right-of-way design questions to Caltrans.